

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBQ 02

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Village of Fairfax (Joint w/City of Cincinnati)

CODE# 061-25942

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/17/04

CONTACT: Jennifer Kaminer PHONE # (513) 527-6503

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 271-4178 E-MAIL jkaminer@fuse.net

PROJECT NAME: Red Bank Road Widening, Relocated Brotherton - Phase 2A

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
- ☒ 2. City
- ☐ 3. Township
- ☒ 4. Village
- ☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,903,850
- ☐ 2. Loan \$ _____
- ☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- ☐ 2. Bridge/Culvert
- ☐ 3. Water Supply
- ☐ 4. Wastewater
- ☐ 5. Solid Waste
- ☐ 6. Stormwater

TOTAL PROJECT COST: \$2,350,432 Constr Only _____

FUNDING REQUESTED: \$ 1,903,850

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,903,850

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☐ State Capital Improvement Program

☐ Small Government Program

☒ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
- 1. Preliminary Engineering \$ _____ .00
 - 2. Final Design \$ _____ .00
 - 3. Other Engineer Services * \$ _____ .00
 - Supervision \$ _____ .00
 - Miscellaneous \$ _____ .00
- b.) Acquisition Expenses:
- 1. Land \$ _____ .00
 - 2. Right-of-Way \$ _____ .00
- c.) Construction Costs: \$ 1,880,346 .00
- d.) Equipment Purchased directly: \$ _____ .00
- e.) Other Direct Expenses: \$ _____ .00
- f.) Contingencies: \$ 470,086 .00
- g.) TOTAL ESTIMATED COSTS: \$ 2,350,432 .00

{PRIVATE }

MBE Force Account
\$ \$

1

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | | | |
|--|-------------------------|-----------|-------------|
| a.) Local In-Kind Contributions | \$ _____ .00 | Fairfax | % |
| b.) Local Public Revenues | \$ _____ .00 | | 0% |
| c.) Local Private Revenues | \$ <u>50,582</u> .00 | Developer | 2% |
| d.) Other Public Revenues | | | |
| 1. ODOT PID# _____ | \$ _____ .00 | | _____ |
| 2. EPA/OWDA _____ | \$ _____ .00 | | _____ |
| 3. City of Cincinnati | \$ <u>11,000</u> .00 | | <1% |
| 4. MRF '04 (Submitted) | \$ <u>385,000</u> .00 | | 16% |
| SUB TOTAL LOCAL RESOURCES: \$ <u>446,582</u> .00 | | | 19% |
| | | | |
| e.) OPWC Funds | | | |
| 1. Grant | \$ <u>1,903,850</u> .00 | | 81% |
| 2. Loan | \$ _____ .00 | | _____ |
| 3. Loan Assistance | \$ _____ .00 | | _____ |
| SUB TOTAL OPWC RESOURCES: \$ <u>1,903,850</u> .00 | | | 81% |
| f.) TOTAL FINANCIAL RESOURCES: \$ <u>2,350,432</u> .00 | | | <u>100%</u> |

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Red Bank Widening, Relocated Brotherton, Phase 2A

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

Within the Village of Fairfax and City of Cincinnati. The South end of the Red Bank is 120' north of Fair Lane. The North end of Red Bank is 450' north of Brotherton. The relocation of Forest Hills includes approx. 777' of new service drive (Rags Lane, Erie Dr.) 950' "Track" Street.

PROJECT ZIP CODE: 45227

b: PROJECT COMPONENTS:

- 1) Remove existing 2 lane pavement and construct a 5-lane concrete and asphalt pavement with curbs, concrete median and sidewalks on Red Bank. Construct 2-lane concrete service road (Rags Drive) and abandon Forest Hills La.
- 2) Construct new storm sewer system and detention, remove combined sewers.
- 3) Construct 2 new traffic signals – a.) Red Bank at "Track St", b.) Red Bank at Rags Lane
- 4) Consolidate existing driveways per Access Management Plan.
- 5) Construct retaining walls under Erie Ave Bridge for sidewalks. See attached plans for more details.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Red Bank Expressway:

2847'; Width 64' max. to 48' min., 6" vertical curbs, sidewalks

Rags Lane:

413'; Width 24', 6" vertical curbs

Erie Drive:

364'; Width 24'

Track service road:

950'; Width 36' max. to 24' min., 6" vertical curbs

d: **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

Red Bank Expressway – Fair Lane to Brotherton

Current ADT 22,813 Year: 2004 Projected ADT: 50,790 Year: 2024

2.3 **USEFUL LIFE / COST ESTIMATE:** Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

Attached.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ _____ %
State Funds Requested for Repair and Replacement	\$ _____ %
 TOTAL PORTION OF PROJECT NEW/EXPANSION	 \$3,706,000 100%
State Funds Requested for New and Expansion	\$3,706,000 100%

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>9 / 1 / 04</u>	<u>3 / 31 / 04</u>
4.2 Right of Way/Land Acquisition:	<u>12 / 1 / 04</u>	<u>12 / 1 / 05</u>
4.2 Bid Advertisement and Award:	<u>12 / 1 / 05</u>	<u>3 / 1 / 06</u>
4.3 Construction:	<u>4 / 1 / 06</u>	<u>10 / 1 / 06</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

- 5.1 CHIEF EXECUTIVE OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX
EMAIL
- Theodore W. Shannon, Jr.
Mayor
5903 Hawthorne St.
Fairfax, Ohio 45227
(513) 527-6504
(513) 271-4178
tsha@fuse.net
- 5.2 CHIEF FINANCIAL OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX
EMAIL
- Walter W. Knabb
Clerk-Treasurer
5903 Hawthorne St.
Fairfax, Ohio 45227
(513) 527-6505
(513) 271-4178
wwk@ufse.net
- 5.3 PROJECT MANAGER
TITLE
STREET
CITY/ZIP
PHONE
FAX
EMAIL
- Jennifer Kaminer
Village Administrator
5903 Hawthorne St.
Fairfax, Ohio 45227
(513) 527-6503
(513) 271-4178
jkaminer@fuse.net

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

___ A certified copy of the legislation by the governing body of the applicant authorizing a designated Official to submit this application and execute contracts. (Attach)

___ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

___ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

___ A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

___ Capital Improvements Report: (Required by 164 O.R.C. on standard form)

___ A: Attached.

___ B: Report/Update Filed with the Commission within the last twelve months.

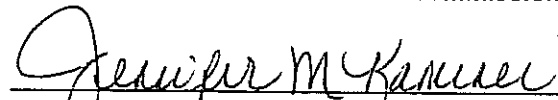
___ Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

___ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.



Certifying Representative (Type or Print Name and Title)

9/16/04
Signature/Date Signed

City of Cincinnati



Department of Transportation and Engineering

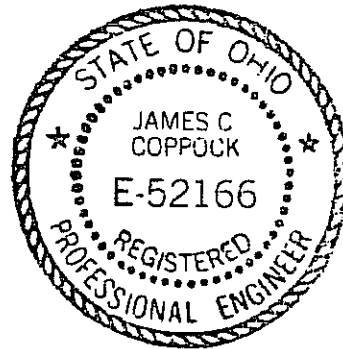
Room 450, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone: (513) 352-2366
Fax: (513) 352-6246

September 1, 2004

Eileen Enabnit
Director

STATEMENT OF USEFUL LIFE:

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Red Bank Road Widening, Relocated Brotherton, Phase 2A Project will have a useful life of at least 20 years.



James C. Coppock

James C. Coppock, P.E. Ohio E-52166

Red Bank Road Widening, Relocated Brotherton/Murray Ave - Phase 2A

Engineer's Estimate

Assumptions

Construction Costs Only

Remove pavement and replace - minimal repairs

Two new traffic signals - Red Bank/Track Drive, Red Bank/Rags Drive

Pavement widening on Red Bank, Sidewalk and walls under Erie Bridge

Relocate Forest Hills Drive to Rags Drive, consolidate driveways

02-Dec-04

PH2a+Rags-Estimate-16Sept04.xls

Jim Coppock, City of Cincinnati

Widen Red Bank

2,847

feet

Rags Lane

413

feet

Erie Drive

364

feet

3,624

feet

0.69

miles

* = Contingency Item

ESTIMATED
QUANTITIES

ESTIMATED
COST

ESTIMATED
COST

ESTIMATED
COST

SUBTOTALS

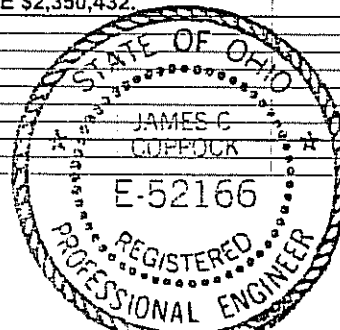
REF.	ITEM NO.	DESCRIPTION	Cincinnati	Fairfax	EST. UNIT PRICE	Cincinnati	Fairfax	
ROADWAY								
1	103.05	Performance Bond	\$ 8,800	\$ 28,000	Lump Sum	\$ 8,800	\$ 28,000	\$ 36,800
2	SPL	Project Signs	1	1	ea.	\$352.00	\$352.00	\$ 704
3	SPL	Material Testing and Geotechnical Inspection	\$ 1,000	\$ 5,000	Lump Sum	\$ 1,000	\$ 5,000	\$ 6,000
4	SPL	Connection Pipe Cleaned *	5	100	l.f.	\$50.00	\$1,000.00	\$ 1,050
5	SPL	Rubberized Railroad Crossing	25	-	Track Ft.	\$1,500.00	\$37,500.00	\$ 37,500
6	SPL	Relocate Picnic Table	2	-	each	\$60.00	\$120.00	\$ 120
7	SPL	Relocate Boulder	10	-	each	\$37.00	\$370.00	\$ 370
8	SPL	Remove Ex. Bolards	5	-	each	\$35.00	\$175.00	\$ 175
9	201	Clearing and Grubbing	\$ 25,977	\$ 48,125	Lump Sum	\$ 25,977	\$ 48,125	\$ 74,102
10	201	Remove Tree, 18" Size	4	-	Each	\$400.00	\$1,600.00	\$ 1,600
11	201	Demolish Building	\$ 2,500	\$ -	Lump Sum	\$ 2,500	\$ -	\$ 2,500
12	202	Remove Fence	776	-	l.f.	\$5.00	\$3,880.00	\$ 3,880
13	202	Remove Utility Tunnel	3	62	l.f.	\$50.00	\$130.00	\$ 3,250
14	202	Remove Utility Tunnel Access MH	-	1	each	\$1,000.00	\$1,000.00	\$ 1,000
15	202	Remove Pavement	1,587	7,740	s.y.	\$18.00	\$28,566.00	\$139,320.00
16	202	Remove Walk	200	8,800	s.f.	\$0.80	\$160.00	\$5,440.00
17	202	Remove Miscellaneous Roadway Items	\$ 680	\$ 17,450	Lump Sum	\$ 680	\$ 17,450	\$ 18,130
18	203	Undercut and Granular Backfill (Subgrade Repair)	40	960	c.y.	\$15.00	\$600.00	\$14,400.00
19	203	Excavation Not Including Embankment Const.	622	13,440	c.y.	\$10.00	\$6,220.00	\$134,400.00
20	203	Embankment	2,110	5,780	c.y.	\$25.00	\$52,750.00	\$144,000.00
21	204	Subgrade Compaction	270	-	s.y.	\$1.00	\$270.00	\$ 270
22	204	Proof Rolling	0	7	Hrs.	\$150.00	\$45.00	\$1,050
23	606	Anchor Assembly, Type T	2	-	ea.	\$750.00	\$1,500.00	\$ 1,500
24	605	Guardrail, Type 5A	300	-	l.f.	\$13.00	\$3,900.00	\$ 3,900
25	608	5" Concrete Walk	16,120	35,780	s.f.	\$3.25	\$52,390.00	\$116,285.00
26	608	Curb Ramp	15	370	s.f.	\$12.50	\$187.50	\$4,625.00
27	608	Detectable Warning - Type B	32	32	s.f.	\$20.00	\$640.00	\$ 1,280
28	622	Concrete Barrier, Type D (Single Slope)	170	-	l.f.	\$50.00	\$8,500.00	\$ 8,500
Sub-total - Roadway Items								
								\$ 803,025
PAVEMENT								
29	302	Asphalt Concrete Base	36	864	c.y.	\$55.00	\$1,980.00	\$47,520.00
30	304	Aggregate Base	108	2,592	c.y.	\$10.00	\$1,080.00	\$25,920.00
31	407	Tack Coat	60	1,440	Gal	\$1.00	\$60.00	\$1,440.00
32	448	Asphalt Concrete Leveling Course, Type 1, PG64-22	7	168	c.y.	\$75.00	\$525.00	\$12,800.00
33	451	Plain Concrete Pavement, 10" Thick	740	17,743	s.y.	\$45.00	\$33,300.00	\$798,435.00
34	452	Non-reinforced Concrete Pavement, 8" Thick	30	720	s.y.	\$35.00	\$1,050.00	\$25,200.00
35	609	Concrete Curb Type B-1	1,617	-	l.f.	\$20.00	\$32,340.00	\$ 32,340
36	609	Curb, Type 2A	24	576	l.f.	\$12.00	\$288.00	\$6,912.00
37	609	Concrete Curb and Gutter, Type 2	244	5,856	l.f.	\$15.00	\$3,660.00	\$87,840.00
38	609	Concrete Median	100	2,383	s.y.	\$55.00	\$5,500.00	\$131,065.00
39	627	Concrete Driveway, 7"	6,210	-	s.f.	\$4.50	\$27,945.00	\$ 27,945
40	627	Concrete Driveway, 11"	24,700	-	s.f.	\$6.00	\$148,200.00	\$ 148,200
Sub-total - Pavement Items								
								\$ 1,392,860
DRAINAGE								
41	603	12" Conduit, Type H	69	-	l.f.	\$40.00	\$2,760.00	\$ 2,760
42	603	12" Conduit, Type B	26	672	l.f.	\$45.00	\$1,260.00	\$30,240.00
43	603	18" Conduit, Type B	72	1,728	l.f.	\$55.00	\$3,960.00	\$95,040.00
44	603	18" Conduit, Type C	170	-	l.f.	\$40.00	\$6,800.00	\$ 6,800
45	603	24" Conduit, Type B	68	1,632	l.f.	\$70.00	\$4,760.00	\$114,240.00
46	603	30" Conduit, Type B	52	1,248	l.f.	\$80.00	\$4,160.00	\$99,840.00
47	604	Double Gutter Inlet	2	-	ea.	\$1,800.00	\$3,600.00	\$ 3,600
48	604	Catch Basin No. 3	1	17	ea.	\$2,200.00	\$2,200.00	\$37,400.00
49	604	Catch Basin No. 3A	1	5	ea.	\$2,000.00	\$2,000.00	\$10,000.00
50	604	Catch Basin No. 2-2B	1	4	ea.	\$1,000.00	\$1,000.00	\$4,000.00
51	604	Manhole, Type P	2	-	ea.	\$3,000.00	\$6,000.00	\$ 6,000
52	604	Manhole, No. 3	1	19	ea.	\$2,500.00	\$2,500.00	\$47,500.00
53	604	Manhole, No. 5	-	2	ea.	\$3,000.00	\$6,000.00	\$ 6,000
54	604	Inlet Grates	-	-	ea.	\$150.00	\$ 0.00	\$ 0.00
55	605	Underdrain, 4"	170	4,030	l.f.	\$5.00	\$850.00	\$20,150.00
Sub-total - Drainage Items								
								\$506,260.00

REF.	ITEM NO.	DESCRIPTION	Cincinnati	Fairfax	EST. UNIT PRICE	Cincinnati	Fairfax	SUBTOTALS
STRUCTURES								
56	500	Retaining Wall, 3' Avg. high	131	-	S.Y.	\$60.00	\$7,860.00	\$ 7,860
57	500	Wall under Erie Bridge	\$ 175,000	\$ -	Lump Sum	\$	175,000	\$ 175,000
<i>Sub-total - Structures Items</i>								\$182,860.00
TRAFFIC CONTROL								
58	632	Signs	1	14	Each	\$200.00	\$200.00	\$ 3,000
59	630	Ground Mounted Support, No. 3 Post	35	35	I.F.	\$5.70	\$199.50	\$ 399
60	630	Sign, Flat Sheet, Type G	250	250	I.F.	\$15.00	\$3,750.00	\$ 7,500
61	644	Lane Line	0.036	0.864	MI.	\$900.00	\$32.40	\$ 810
62	644	Center Line	0.044	1.056	MI.	\$3,300.00	\$145.20	\$ 3,630
63	644	Channelizing Line	52	1,248	I.F.	\$2.00	\$104.00	\$ 2,600
64	644	Stop Line	10	240	I.F.	\$10.00	\$100.00	\$ 2,500
65	644	Crosswalk Line	16	384	I.F.	\$4.00	\$64.00	\$ 1,600
66	644	Lane Arrow	1	13	ea.	\$175.00	\$175.00	\$ 2,450
67	644	Word on Pavement, 96"	1	9	ea.	\$220.00	\$220.00	\$ 2,200
<i>Sub-total - Traffic Control Items</i>								\$26,689.00
EROSION CONTROL								
68	207	Perimeter Filter Fabric Fence	120	2,880	I.F.	\$1.00	\$120.00	\$ 3,000
69	652	Topsoil, Furnished and Placed	122	-	C.Y.	\$20.00	\$2,440.00	\$ 2,440
70	659	Seeding & Mulching, Class 2	1,702	14,400	S.Y.	\$4.00	\$6,808.00	\$ 64,408
71	660	Sodding with Topsoil	1,166	-	S.Y.	\$10.00	\$11,660.00	\$ 11,660
72	832	SWPP	\$ 120	\$ 2,880	Lump Sum	\$	120	\$ 3,000
73	832	Erosion Control	\$ 400	\$ 9,600	Lump Sum	\$	400	\$ 10,000
<i>Sub-total - Erosion Control</i>								\$94,508.00
INCIDENTALS, MAINTENANCE OF TRAFFIC								
74	614	Maintaining Traffic	\$ 7,000	\$ 168,000	Lump Sum	\$	7,000	\$ 175,000
75	619	Field Office, Type A	1	11	Month	\$5,000.00	\$5,000.00	\$ 60,000
76	623	Construction Layout Stakes	\$ 4,000	\$ 72,000	Lump Sum	\$	4,000	\$ 78,000
77	624	Mobilization	\$ 8,000	\$ 72,000	Lump Sum	\$	8,000	\$ 80,000
<i>Sub-total - Incidentals, Maintenance of Traffic</i>								\$ 391,000
ELECTRICAL WORK								
78	603	4" Conduit, Type E	100	100	I.F.	\$4.50	\$450.00	\$ 900
79	625	Conduit, 3", 725.05	65	65	I.F.	\$11.20	\$728.00	\$ 1,456
80	625	Trench	17	17	I.F.	\$6.00	\$102.00	\$ 204
81	625	Pull Box, 725.08, 18"	4	4	ea.	\$530.00	\$2,120.00	\$ 4,240
82	625	Ground Rod	8	8	ea.	\$125.00	\$1,000.00	\$ 2,000
83	630	Sign Hanger, Assembly, Span Wire	4	4	ea.	\$200.00	\$800.00	\$ 1,600
84	630	Removal of Ground Mounted Sign and Disposal	4	4	ea.	\$10.00	\$40.00	\$ 80
85	630	Removal of Ground Mounted Post Support and Disposal	4	4	ea.	\$11.50	\$46.00	\$ 92
86	632	Vehicular Signal Head, 3-Section, 8" Lens, 1-Way	3	3	ea.	\$500.00	\$1,500.00	\$ 3,000
87	632	Vehicular Signal Head, 3-Section, 12" Lens, 1-Way	8	8	ea.	\$350.00	\$3,300.00	\$ 6,600
88	632	Pedestrian Signal Head, Type D2	6	6	ea.	\$500.00	\$3,000.00	\$ 6,000
89	632	Covering of Vehicular Signal Head	6	6	ea.	\$30.00	\$180.00	\$ 360
90	632	Covering of Pedestrian Signal Head	4	4	ea.	\$30.00	\$120.00	\$ 240
91	632	Messenger Wire, 7 Strand, 5/16" Diameter and Accessories	161	161	I.F.	\$6.00	\$966.00	\$ 1,932
92	632	Pedestrian Push Buttons	6	6	ea.	\$143.00	\$858.00	\$ 1,716
93	632	Signal Cable, 7-Conductor, No. 14 AWG	2,675	2,675	I.F.	\$2.50	\$6,687.50	\$ 13,375
94	632	Loop Detector Lead-in Cable	800	800	I.F.	\$1.80	\$1,440.00	\$ 2,880
95	632	Detector Loop	5	5	ea.	\$1,500.00	\$7,500.00	\$ 15,000
96	632	Power Cable, 3-Conductor, NO. 6 AWG	460	460	I.F.	\$2.20	\$1,012.00	\$ 2,024
97	632	Power Service	1	1	ea.	\$1,200.00	\$1,200.00	\$ 2,400
98	632	Steel Pole, Anchor Base, 10" X 28", City # 33046	6	6	ea.	\$3,000.00	\$18,000.00	\$ 36,000
99	632	Steel Pole, Anchor Base, 11" X 30", City # 38045LT	2	2	ea.	\$3,500.00	\$7,000.00	\$ 14,000
100	632	Signal Support Foundation	8	8	ea.	\$1,650.00	\$13,280.00	\$ 26,560
101	633	Controller, Type 170E, With Model 336 Cabinet and Accessories	2	2	ea.	\$10,000.00	\$20,000.00	\$ 40,000
102	1300	Roadway Lighting	115	2,732	I.F.	\$41.00	\$4,715.00	\$ 116,727
<i>Sub-total - Electrical Work</i>								\$299,386.00
UNOFFICIAL CONSTRUCTION TOTAL								
						Cincinnati	Fairfax	
Contingency						\$ 866,083.10	\$ 2,930,504.40	\$ 3,796,587.50
TOTAL CONSTRUCTION COST ESTIMATE						\$ 1,039,299.72	\$ 3,516,605.28	\$ 4,555,905.00
ROUNDED						\$ 1,039,000	\$ 3,517,000	\$ 4,556,000
						23%	77%	

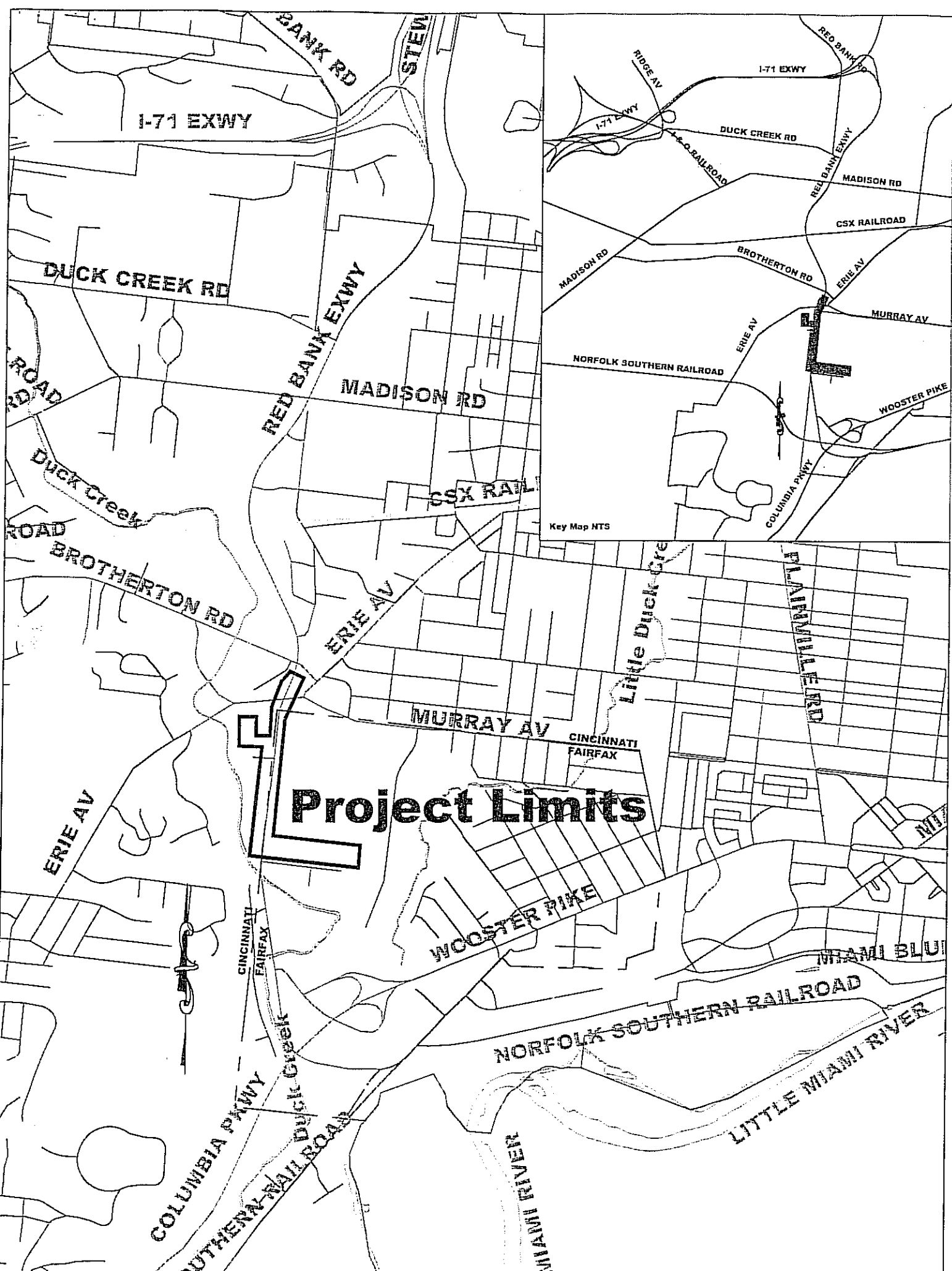
NOTE: FOR THE PURPOSES OF OPWC FINANCING, THE TOTAL CONSTRUCTION COST FOR ROUND 19 SHALL BE \$2,350,432.
THE TOTAL CONSTRUCTION COST FOR ROUND 20 SHALL BE \$2,350,432.

James C Coppock
Post Estimate Prepared by Jim Coppock, P.E., Ohio # E-52166

2 OF 2

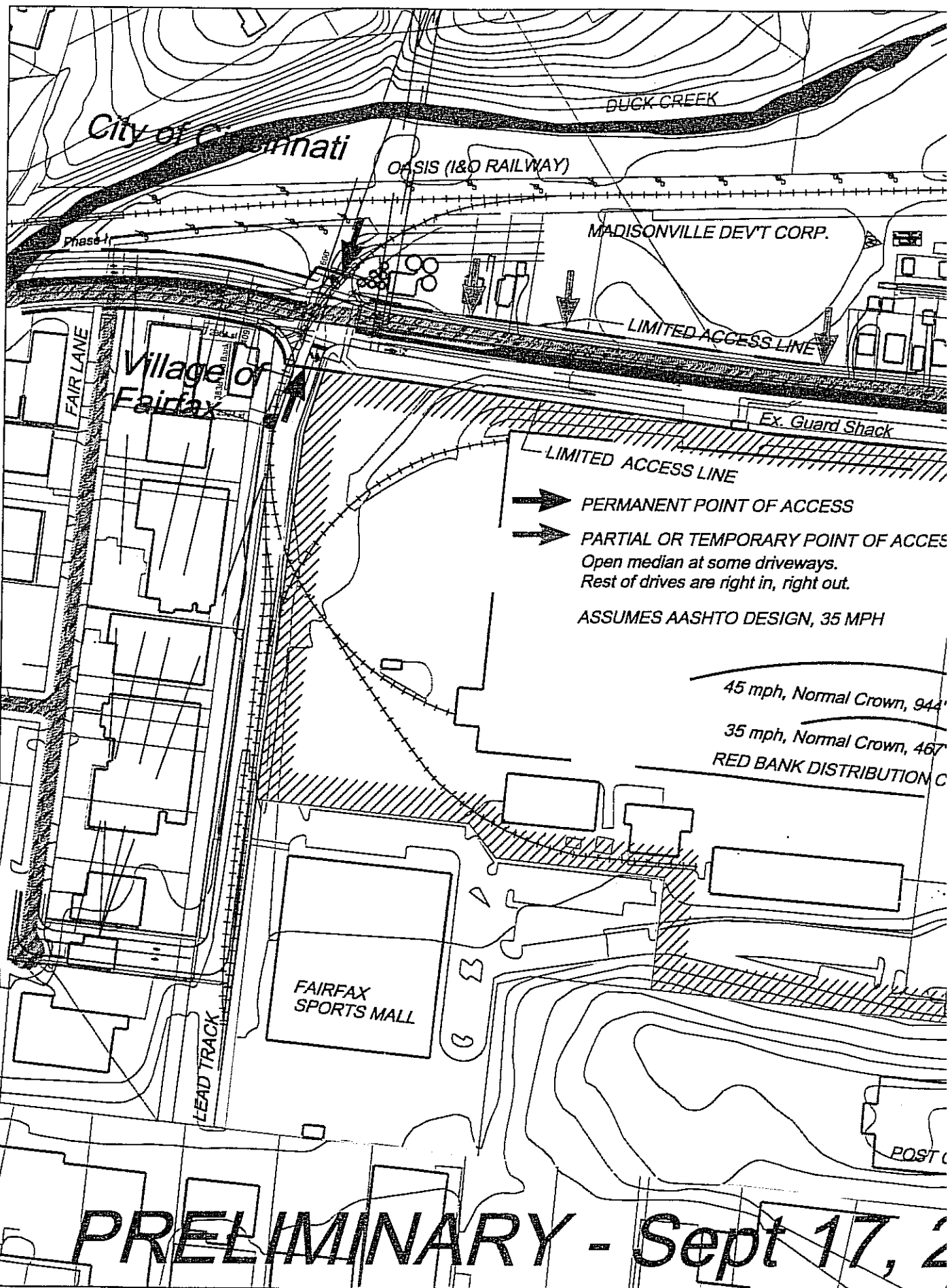


Sept 16, 2004
Date: Sept 16, 2004



Project Limits

9/1/04, Sht P8C35, c:\files\redbank-duckcreek\phase II\dwgs\accessmg13b.dwg



5903 Hawthorne Avenue
Fairfax, OH 45227



Office of the Administrator
Telephone (513) 527-6503
Fax (513) 271-4178

"Working Together To Build A Better Community"

Mr. William Brayshaw, Chairman
District 2 Integrating Committee
Hamilton County Engineer's Office
10480 Burlington Road
Cincinnati, OH 45231

September 15, 2004

Re: OPWC Funding – Round 19

Dear Mr. Brayshaw:

Please accept this letter as indication that the Village of Fairfax will make available any necessary local funds for the Red Bank Road Widening Project.

It is our intent to primarily use MRF Funds to support the local share requirement of this project. Any additional funds will be supplemented by the Village General Fund, the City of Cincinnati through Cooperative Agreement, or other revenue-generating source, as allowed by law.

Sincerely,

A handwritten signature in cursive script, appearing to read "Walter W. Knabb".

Walter W. Knabb
Clerk-Treasurer
Village of Fairfax

ORDINANCE NO. 27-2004

AUTHORIZING A COOPERATION AGREEMENT BETWEEN THE VILLAGE OF FAIRFAX AND CITY OF CINCINNATI FOR THE RED BANK ROAD WIDENING PROJECT PHASE II, AND DECLARING AN EMERGENCY

WHEREAS, the Village of Fairfax Council has previously adopted Ordinance No. 18-2002, Authorizing a Cooperation Agreement between the Village of Fairfax and City of Cincinnati for the Red Bank Road Widening Project (Phase I); and

WHEREAS, Phase II of the Project must now be designed and constructed to complete the widening of Red Bank Road in its entirety; and

WHEREAS, a portion of the Phase II widening extends into the corporation limits of the City of Cincinnati near the intersection of Red Bank Road and Fair Lane and proceeds north to the Project limits at Brotherton Road; and

WHEREAS, A Cooperation Agreement is necessary between the Village of Fairfax and City of Cincinnati in order to determine the duties and responsibilities of each jurisdiction for the Project.

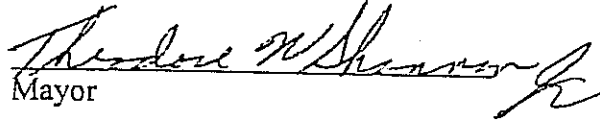
NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Fairfax, State of Ohio that:

SECTION I: The Village Administrator is hereby authorized to execute the Cooperation Agreement between the Village of Fairfax and City of Cincinnati, attached hereto as Exhibit A.

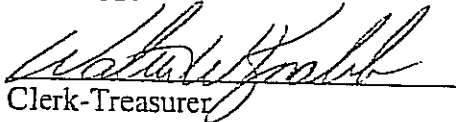
SECTION II: This Ordinance is hereby declared to be an emergency measure necessary for the preservation of the public peace, health, safety and general welfare and shall be effective immediately. The reason for said declaration of emergency is the

immediate need to meet design and grant application time lines for construction of Phase II of the Red Bank Road Widening Project.

Passed this 16th day of August, 2004.

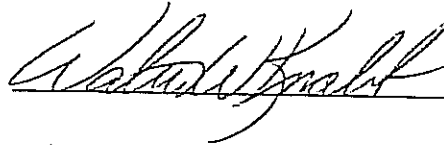

Mayor

ATTEST:


Clerk-Treasurer

CERTIFICATE

I hereby certify this to be a true and correct copy of Ordinance No. 27-2004 passed at a meeting of the Council of the Village of Fairfax on this 16th day of August, 2004.



**COOPERATIVE AGREEMENT
BETWEEN THE CITY OF CINCINNATI AND THE
VILLAGE OF FAIRFAX, OHIO
REGARDING**

**WIDENING RED BANK ROAD BETWEEN
FAIR LANE AND BROTHERTON ROAD**

This AGREEMENT is entered into the _____ of _____, 2004 by and between the Village of Fairfax, Ohio, a municipal corporation, (hereinafter referred to as "Village"), acting through its fully authorized agent, the Village Administrator, and the City of Cincinnati, Ohio, a municipal corporation, (hereinafter referred to as "City"), acting by and through its duly authorized agent, the City Manager.

WITNESSETH:

WHEREAS, the Village and the City desire to improve Red Bank Road from approximately Fair Lane to Brotherton Road, ("Phase 2A"), and to realign the Brotherton/Erie/Red Bank Road and the Erie/Murray Avenue intersections, ("Phase 2B"); and

WHEREAS portions of these proposed improvements are located within the Village of Fairfax and other portions within the City of Cincinnati; and

WHEREAS, the proposed improvements shall include:

1. Improving Red Bank Road between Fair Lane and Brotherton Road to two lanes in each direction with a center turn lane;
2. Relocating Murray Road between LaCrosse Avenue and Erie Avenue;
3. Relocating Brotherton Road between Erie Avenue and Red Bank Expressway;
4. Relocating Erie Court/Brotherton Court;
5. Coordinating the relocation of Forest Hills Lane and the improvement of a shared driveway to Ferguson Moving and Storage (Rags Lane, between Save the Animals and G&G Manufacturing) as necessary to align signals and curb cuts for access to the redeveloped Old Ford Plant site; and
6. Subject to available funding, providing continuous sidewalks along both sides of Red Bank Road to enable pedestrian and bicycle movement through the project limits; and

WHEREAS, the work shall include but is not limited to all design; construction management, inspection, layout, and testing; utility relocation; environmental

remediation; property acquisition; access management, including consolidation and modifications to driveways; removal of a railroad grade crossing; addition of two Public Access Roads to the Cincinnati Sports Mall; construction of stormwater detention facilities; maintenance of traffic; landscaping and street trees (parties will use best efforts to accomplish these items of the agreement); traffic control devices; and all other construction necessary to complete the project("Scope of Work"); and

WHEREAS, the northern limit of the project on Red Bank Expressway is approximately 500 feet north of Brotherton Avenue intersection, the southern limit on Red Bank Road is approximately 300 feet south of the Fair Lane intersection, and the limits on Murray Road are from 500 feet east of LaCrosse Avenue to Erie Avenue. These improvements are hereinafter referred to as the "Project"; and

WHEREAS, the actual cost of the Project attributable to the Village and to the City is based on the location of construction relative to the existing Corporation Line; and

WHEREAS, the Village and the City mutually agree that these improvements are required for the orderly and efficient flow of traffic through the area and that the public will benefit by creating a joint Project to complete the design of said improvements; and

WHEREAS, an Access Management Plan, attached hereto as Attachment "A" and incorporated herein by reference, has been proposed by the Village and the City in order to facilitate the orderly flow of traffic, improve safety and provide other additional benefits; and

WHEREAS, such Access Management Plan may be revised in accordance with the findings of the traffic impact study discussed below, in accordance with the further study of signal and access placement, or as otherwise as necessary or desirable to facilitate the orderly flow of traffic, improve safety and provide other additional benefits; and

WHEREAS, some sections of Red Bank Road, Erie Avenue, Brotherton Road, Murray Road and Fair Lane within the Project area are the maintenance responsibility of the City and other sections are the maintenance responsibility of the Village; and

WHEREAS, the 34-acre industrial site located in Fairfax, known as the Old Ford Plant or Red Bank Distribution Center, is proposed to be redeveloped as a mixed use development which will be beneficial to the Village and for which a preferred developer has been identified and hereinafter is referred to as "Developer"; and

WHEREAS, the improvements to Red Bank Road are dependent upon availability of right-of-way and demolition of existing buildings on the site; and

WHEREAS, the improvements to Red Bank Road facilitate the realignment of State Route 561 to Red Bank Expressway, which is supported by City Council in

Resolution 32-1984; and Resolution 157-1992, and by the Hamilton County Board of Commissioners in a Resolution dated April 22, 1992; and

WHEREAS, the City has submitted applications, been awarded funding, and is authorized to execute an agreement for receiving Municipal Road Funds in accordance with Ordinance 44-2002; and

WHEREAS, Cincinnati City Council has budgeted City funds for said roadway improvements in the capital budgets of 2001-2003; and

WHEREAS, the Village intends to submit a funding application, with the City listed as co-applicant, to the Ohio Public Works Commission (OPWC) requesting State Capital Improvement Program funds (SCIP) and Local Transportation Improvement Programs funds (LTIP) to assist with the rehabilitation and expansion of Red Bank Road; and

WHEREAS, the City and the Village agree that it is in their best interest to cooperate on the improvements to Red Bank Road,

NOW THEREFORE, the parties agree as follows:

IT IS AGREED THAT:

I. The Village shall:

A. Use its best efforts to enter into a development agreement with the Developer of the Old Ford Plant site. In that agreement, the following should be required of the Developer:

a. A traffic impact study shall be performed at Developer expense for Red Bank Road, Erie Avenue and Murray Road for traffic induced by the proposed redevelopment. The study shall be in a format acceptable to the City and Village. The City and Village will work cooperatively with each other and with the Developer to mitigate undesirable effects on traffic indicated by the study. However, nothing in this section shall impair the Village's ability to condition zoning or other approvals, or to take or not take any action, based on the mitigation of such undesirable effects.

b. For the 60' x 1737' strip of private property along the frontage of Red Bank Road:

i. The Village shall use its best efforts to obtain the 60' x 1737' strip of land along Red Bank Road from the Developer. If and when obtained, the Village

shall make the property available for proposed roadway improvements for public highway purpose.

- ii. The Village shall then record the transfer. After consideration of the traffic impact study, any revisions to Attachment A, and any further analysis of signals and access points, the Village will also record the limited access lines as well as temporary and permanent permissible points of access;
 - iii. Remove the private appurtenances, private utilities and personal items (including but not limited to guard shack, signs, private underground utilities, etc.) as needed for the Project;
 - iv. The Village shall use its best efforts to obtain the property prior to any necessary utility relocation on the property so that a relocation of the utility will be from a public right-of-way to a public right-of-way.
 - v. The availability of the public right-of-way will be carefully timed to coordinate with the eviction of tenants, demolition of the existing building(s), clearing of right-of-way, and other improvement work by the Developer in time for utility relocation and roadway widening to occur.
- B. The Village will use its best efforts to acquire the railroad spur track and property, currently owned by RailAmerica, from the east line of the Oasis Rail property (owned by the Southwest Ohio Regional Transit Authority) to the east end of the spur, a distance of approximately 1570 feet, and upon acquiring the property, shall donate a portion of it to the City. A parcel known as Auditor's Book 38, Page 2, Parcel 95, from the east end of the Oasis Rail property (owned by the Southwest Ohio Regional Transit Authority) to the western right-of-way of Red Bank Road shall be donated to the City of Cincinnati, Department of Transportation and Engineering. The remainder of the rail spur property will be donated to the Village of Fairfax and made available for widening of Red Bank Road and a proposed public street (Track Street). If environmental remediation is required for the railroad spur property donated to the City, it will become part of the Project Scope of Work as defined above.
- C. Use best efforts within its financial constraints to purchase property between Fair Lane and Track Street so that Fair Lane can

be connected to Track Street and the signalized intersection at Fair Lane/Red Bank Road can be removed.

- D. Submit funding applications for construction funds for the Project. Applications for SCIP/LTIP funds shall indicate that this Project is the Village's first priority project.
- E. Obtain all property, easements, permits and access rights within the Village required for the Project.
- F. Competitively bid the Project as required by Ohio Law and perform construction engineering, surveying, utility relocation and other construction services.
- G. Notify the City thirty days in advance of the start of construction so that City construction inspectors can monitor construction activities in the City of Cincinnati.
- H. Pay all local share of construction costs associated with the Project within the Village limits based on the application submitted to the OPWC (the Village and City agree to equally share in the local cost of the bikeway along Red Bank Road). The Village shall apply for Municipal Road Funds to offset the Project's local share. Costs, which are 100% local, such as utility relocation, property acquisition, environmental remediation, and pedestrian facilities, will be paid for by the jurisdiction in which they are performed. The Village will submit invoices to the City for reimbursing the Village for work done within the City. The City shall pay all such invoices promptly.

II. The City shall:

- A. Prepare or have prepared preliminary plans for the Project, which shall include estimated costs, property requirements and estimated funding splits. The City shall submit the plans to the Village for review, comment, and, for the portion of the plans calling for work in the Village, approval. The preliminary plans shall be prepared in accordance with the Design Guidelines outlined in Section III of this contract, and shall clearly indicate the respective corporation limits, the work to be performed in the City and the Village respectively, any work that is eligible for OPWC funding, work that requires 100% local funding, and property acquisition requirements.
- B. Once preliminary plans are approved by the Village, the City shall complete the construction plans, including all specifications and other contract documents for the Project. The plan preparation will be at the

City's expense. The plans will coordinate with the proposed development at the Old Ford Plant, including all matters of utility relocations, maintenance of motor vehicle and pedestrian access, property disposition, and the location of any signalized intersections. The City shall submit the construction plans and other documents to the Village for review, comment and, only for the portion of the plans calling for work in the Village, approval. The Village shall review, comment and approve, where applicable, all preliminary and final plans in a timely manner.

- C. Prepare or have prepared the right-of-way plans and submit them to the Village for review and, only for the portion of the plans calling for work in the Village, approval.
- D. After approval of right-of-way plans, proceed with the title, appraisal and all other right-of-way work within the City limits. The City shall pay for all costs associated with such right-of-way work within the City's limits.
- E. Promptly reimburse the Village for all costs of the Project within the City's corporate limits based on the application submitted to OPWC, which will designate the percentage of the construction costs to be paid by the City.
- F. Purchase all property, easements, permits, and access rights within the City required for the Project.
- G. Submit plans to Ohio Department of Transportation, District 8, for courtesy review and comment.

III. Design Guidelines

- A. Property Acquisition - The design of the project will be based on property to be made available for the Project in accordance with Section I.A.
- B. Design shall consider the requirements of the Ohio Department of Transportation, Location and Design Manual, so that designation as a state route is facilitated.
- C. The proposed Red Bank Road pavement will be designed in accordance with American Association of State Highway Transportation Officials (AASHTO) requirements. The roadway widening will be to the east. Pavement will be curbed. Design Speed is 35 miles per hour. Parking will not be permitted on Red Bank Road within the Project area.
- D. Subject to available funding, continuous, accessible pedestrian access routes, including access to development sites, will be provided along both sides of Red Bank Road from Fair Lane to the northern limits of the

project. A protected pedestrian crossing of Red Bank Road shall be provided at the intersection of Red Bank Road and the Public Access Road (located at the current railroad spur). Curb ramps shall be provided throughout.

- E. All roadway, drainage, traffic control and driveway facilities to be built inside the proposed City limits shall be designed and constructed to City standards. Pedestrian facilities shall conform to the accepted City guidelines for sidewalks.

IV. Other Issues

- A. It is the intent of the parties that the corporation line between the City and the Village will be relocated at the completion of the Project so that the entire right-of-way of Red Bank Road within the Project area will be in the Village of Fairfax. Agreements will need to be modified to include traffic signal operation and maintenance, as well as roadway maintenance.
- B. Any additional utility work in the Village, which may be required for the completion of the Project, including water works, sewers, and street lighting, shall be included in the Project and be the responsibility of the Village. Any additional utility work, which takes place in the City shall be the responsibility of the City.
- C. The completed roadway will be a limited access facility on the east side of Red Bank Road, allowing access to Red Bank only at controlled intersections and driveways. The City and Village will work to consolidate, close, relocate and modify access points on the west side of Red Bank Road at such time as the access road on the west side of Red Bank Road is constructed to provide access for those properties. A dedication plat for Red Bank Road shall be prepared and recorded which shows the access control.
- D. Subject to the need for developer confidentiality and similar concerns, the Village and the City will make best efforts to notify each other of all proposals to redevelop property along Red Bank Road within the limits of the Project during the life of the Project.

V. Bike/Hike Trail

- A. The Village is in the process of building a bike/hike trail between the Cincinnati Corporation Line and Murray Road on the north side of Murray Road between LaCrosse and Belmont. A number of public rights-of-way in Cincinnati end at the corporation line. All existing public pedestrian, motor vehicle and bicycle access points between the City and the Village

at public rights-of-way will be preserved unless amended by cooperative agreement. All improvements to Murray Road and the proposed Murray Road Trail will include improvements to the bicycle/pedestrian access.

- B. Subject to available funding, City and Village are committed to the construction of a continuous, dedicated, accessible bike/hike trail ("Trail") on public right-of-way, connecting the southwest corner of Red Bank Road and Fair Lane to the northeast corner of the Project (intersection of Murray Road and LaCrosse). The Trail is to be designed and constructed concurrently with all roadway and driveway design and construction work. The intent is to connect a future trail along the north side of Murray Road between LaCrosse and Belmont to a future trail in Ault Park. The Trail will be designed and operated consistent with the following design guidelines.
- a. The Trail design and construction shall conform to national bikeway standards (AASHTO Bike design), ADA Guidelines and national traffic control standards. The Trail will be available to the general public from dawn to dusk, seven days a week, free of charge. Permitted trail users will be pedestrians, bicyclists of all ages, roller-bladers, runners, wheel chairs (motorized and non-motorized) and other personal mobility devices. The Trail is envisioned as a minimum width of 10 feet of paved asphalt trail surface, of sufficient strength to support a 10-ton dump truck, with 2-foot minimum clear grass shoulders. Additional space may be required for intersection sight distance, stopping sight distance, landscaping, traffic control signs, guard rails, and amenities (benches, maps, bike racks etc.) Six feet is the minimum required separation between the edge of paved trail and edge of curbed street. The trail and shoulders will be on public right-of-way or permanent trail easements over private property. If the public Trail is on a trail easement, the easement will be recorded on a plat of survey and recorded. To ensure the safety of the public, the Trail will cross Red Bank Road and Murray Road at marked crosswalks with traffic signals which, if not pre-timed, will include pedestrian actuation buttons. Safe design requires that access across the trail by motor vehicles be minimized and detectable warnings for pedestrians with visual impairments shall be provided.
 - b. Maintenance and operation of the Trail, landscaping and amenities will be the responsibility of the jurisdiction in which it lies.
 - c. Utility facilities sharing Trail right-of-way must be carefully designed to minimize safety hazards to trail users. Permission for constructing and maintaining private and public utilities, recording of utility easements and the potential income generated from

utilities on private property will reside with the party responsible for Trail maintenance.

- d. Access to the Trail from private property may be controlled with barriers, such as chain link fence or privacy fences. Access to the Trail from public right-of-way and sidewalks may be controlled with bollards. Ownership and maintenance of the access control barriers and gates will be by agreement with the abutting owners.
- e. It is desirable that the Trail includes shade trees along its length and evergreen plants to screen the view of unsightly facilities (i.e. trash dumpsters).
- f. It is desirable that the Trail connects to the existing Cincinnati Sports Mall property at the southeast corner of the project. It is also desirable that the Trail provides access to the Development.

IN WITNESS WHEREOF, The City of Cincinnati, acting by and through its City Manager, duly authorized by Ordinance No. _____ and the Village of Fairfax, acting by and through its Village Administrator, duly authorized by Ordinance No. 27-2004 have executed this agreement on the 16 day of August, 2004.

RECOMMENDED BY:

CITY OF CINCINNATI:

Eileen Enabnit, Director
Department of Transportation and Engineering

By: _____
Its: _____

APPROVED AS TO FORM:

Deborah H. Wyler
City of Cincinnati
Assistant City Solicitor

APPROVED AS TO FORM:

VILLAGE OF FAIRFAX:

Alan H. Abes
Solicitor, Village of Fairfax

By: Jennifer M. Kaminer
Village Administrator
Jennifer M. Kaminer

ADDITIONAL SUPPORT INFORMATION{PRIVATE }

For Program Year 2005 (July 1, 2005 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

1. The Red Bank Road consists of asphalt over a concrete base, built in the 1930's. Truck traffic is significant (12%ADTT). The pavement structure needs to be totally rebuilt to handle current and future traffic demand. Red Bank is over capacity, and needs additional travel lanes to support current and future traffic demands. Pavement drainage is non-existent. The old roadway ditches have been filled in. Water currently ponds on the pavement surface and presents a hazard to traffic, and infiltrates the base, weakening the pavement. The closed storm drainage that exists drains into a combined sewer, creating health hazard with overflows into the Duck Creek.

See attached photos of project.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will creates additional left turn lanes, which should reduce accidents at those intersections by one half. Sidewalks will be provided throughout, reducing pedestrian conflicts. Pavement drainage will be improved, reducing ponding hazards during storm events.

See attached draft engineering plans and accident information.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project proposed to construct a separate storm sewer system along Red Bank Road to help reduce combined sewer overflows into the Duck Creek. Storm sewer flow will be removed from an existing 60" combination sewer and re-routed to storm sewer that outlets into the Duck Creek. The capacity of the 60" sewer is not a concern as the redevelopment of the Old Ford Plant will reduce the impervious area from the 35 acre site. Stormwater management will be coordinated between this project and the redevelopment at the Old Ford Plant.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Red Bank Widening, Relocated Brotherton, Phase 2A
Priority 2 _____
Priority 3 _____
Priority 4 _____
Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will be support more development in the entire Red Bank Corridor. The Old Ford Plant will redevelop into approximately 319,000 SF of retail and office space. This roadway project is crucial to that development, which will become a key regional draw and source for approximately 600-700 jobs in that area. Economic growth is occurring all along the Red Bank corridor, partly in anticipation of the Eastern Corridor improvements (i.e. the proposed extension of Red Bank via Newtown and Eastgate via S.R. 32) and due to proactive

action by the City of Cincinnati (i.e. Gorilla Glue/Lutz Tool) and the Village of Fairfax.

See attached development agreement and site plan.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

1. \$481,250 MRF 2004 Village

2. \$524,000 Cincinnati Water Works. CWW work/match is not requested as part of this application. Construction will be performed independently and is for information only.

3. \$200,000 – Developer – Construction of "Track" Street

4. \$160,000 - Developer - Cash contribution toward construction of sub-base and pavement base.

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

Red Bank Road will be widened to 5 total lanes to provide 2 travel lanes in each direction and left turn lanes. Currently Red Bank Road operates over capacity in this section. the added travel lanes will bring direct benefit to local and regional traffic. This is an intermediate step to improve the roadway for the future traffic that will use Red Bank when the extension to S.R. 32 is constructed. If the roadway improvements are not constructed, the road will operate at LOS "D", even with optimized signal timing. See attached LOS information.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS B and C

Proposed LOS C*

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

* With future traffic demands from Cincinnati's Land Use Plan.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 12

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 16 Of these, how many are: Part Takes 7

Temporary 16

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

The developer is donating two large parcels (60' x 1708') per the attached development agreement. Abandonment and purchase of the RR spur track and property is being pursued. Easements are required along the west side of Red Bank, mostly for reconfiguring driveways. Design must be completed before acquisition can proceed on most parcels.

- e.) Give an estimate of time needed to complete any item above not yet completed. 12 Months.

11) Does the infrastructure have regional impact? YES

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The Red Bank corridor is part of the Eastern Corridor Major Investment Study (MIS), sponsored by the Hamilton County Transportation Improvement District, whose members include Hamilton County, the Ohio Department of Transportation, Clermont County, City of Cincinnati, the OKI Council of Governments and SORTA/Metro. The study area extends from downtown Cincinnati, through eastern Hamilton County into western Clermont County. The study has completed its Land Use Visioning and Environmental Assessment phases and is currently in the preliminary engineering stage. The Eastern Corridor study is evaluating long-term transportation solutions necessary to support the land use plan and economic development growth for the region. Part of the MIS includes extension of the Red Bank corridor across the Little Miami River to Newtown and Eastgate. When this new roadway is built, the traffic volumes on Red Bank Expressway and it's local network connections are expected to double from current local traffic patterns. See the attached Eastern Corridor MIS Executive Summary.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

None

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 23,100 X 1.20 = 27,720 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006

NAME OF APPLICANT: FAIRFAX

NAME OF PROJECT: RED BANK ROAD WIDENING PHASE II

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

*remove ex 2 lane sect., build 5 lane
sect. from FAIR to S of Brotherton*

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

15 last yr

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

*widening for 4 thru lanes
incl center LT lane*

*will have 4 thru lanes from
71 to US 50
Rate below avg through*

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

5 last yr

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

5). Will the completed project generate user fees or assessments?

Appeal Score

10 - No

0 - Yes

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure new employment

5 - The project will permit more development

0 - The project will not impact development

Appeal Score

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

LOCAL = 0%

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

PRIVATE = 8%

CINCINNATI = 41% = 19%

MRF = 11%

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

Appeal Score

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17

3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17

0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

3-1-06 IN APPLICATION

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major Impact

8 - Significant Impact

6 - Moderate Impact

4 - Minor Impact

2 - Minimal or No Impact

Appeal Score

10 LAST YEAR

12). What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

27,720

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\$5

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

VISIT OUR WEBSITE AT:

<http://www.hamilton-co.org/engineer/SCIP/tip.htm>